

Type I and II Ground Disturbing Categorical Exclusion Action Classification Form

Project No.	BR-0041
WBS Element	67041.I.I
Federal Project No.	N/A

A. Project Description:

The North Carolina Department of Transportation (NCDOT) is proposing to replace bridge 780001 on SR 2817 (Barnes Street) over US 29 in Rockingham County (Figure 1). A new bridge will be constructed in the same location as the existing bridge using staged construction to maintain traffic on-site during construction. The proposed action is listed in NCDOT's Bridge Program as project BR-0041.

Bridge number 780001 is located in Rockingham County, just inside of the Reidsville city limits and is part of the interchange that carries Barnes Street over US 29. The land within the immediate vicinity of the project study area is largely commercial development, including restaurants, gas stations, hotels, and a car dealership. These businesses are located around the interchange and along Barnes Street east and west of the bridge.

The existing bridge includes two variable 14-foot to 15-foot travel lanes, variable width left turn lanes, and shoulders. The bridge is approximately 180 feet long with four spans. The proposed replacement bridge would be approximately 175 feet long with four 12-foot travel lanes and dedicated left-turn lanes for the interchange ramps. Existing Barnes Street east and west of the bridge is three lanes. The proposed project improvements would begin approximately 2,000 feet west of the bridge and extend approximately 800 feet east of the bridge to Holiday Loop. Within this area, Barnes Street would be widened to five lanes approaching the bridge. Future sidewalks will be accommodated on one side of the bridge.

B. Description of Need and Purpose:

The purpose of the proposed project is to replace a deficient bridge. In 2016, Bridge No. 780001 had a sufficiency rating of 34 out of 100. The current sufficiency rating is 65 out of 100 due to completion of maintenance repairs; however, these repairs are temporary and the bridge is still considered structurally deficient. Being structurally deficient does not mean that the bridge is unsafe, but does mean the bridge is in need of repair or replacement. As a bridge ages, the cost of repairs and continued maintenance eventually necessitate the need for replacement. The current bridge was constructed in 1968 and is reaching the end of its useful life.

C. Categorical Exclusion Action Classification:



TYPE I A

D. Proposed Improvements

28. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in 23 CFR 771.117(e)(1-6).

E. Special Project Information:**Estimated Costs for Alternative 1 (Preferred)**

Right of Way	\$ 1,375,628*
Utility Estimates	\$ 382,956
Construction	\$11,900,000
Total	\$ 13,658,584

**includes acquisition and relocation of Marathon Food Mart based on preliminary designs; this relocation has been eliminated in subsequent designs*

Traffic

Current (2017)	11,600 vpd
Future (2040)	16,900 vpd
TTST	2%
Dual	4%

Alternatives Discussion

No-Build – There would be no changes to the existing bridge and would not address the need to replace the deficient bridge.

Build Alternative 1 (Preferred) – Alternative 1 would construct the new bridge on the same location as the existing bridge using staged construction to maintain traffic on-site throughout construction. Alternative 1 is shown on Figure 3.

Build Alternative 2 – Alternative 2 would construct a new bridge on the same location as the existing bridge but using an off-site detour for traffic during construction. The detour would be, at maximum, approximately 5.1 miles for the Barnes Street westbound detour and 2.4 miles for the Barnes Street eastbound detour. Alternative 2 was not preferred due to heavy traffic volumes that would be detoured off-site.

Pedestrian and Bicycle Accommodations

The existing bridge does not include pedestrian or bicycle accommodations, and pedestrian and bicycle traffic does not currently utilize this roadway. However, the replacement bridge will accommodate a future 5-foot sidewalk on one side.

Jurisdictional Resources

Five jurisdictional streams and one jurisdictional wetland were identified in the study area. Three streams (SA, SB, and SE) are located within the Cape Fear River Basin (U.S. Geological Survey Hydrologic Unit 03030002) and two streams (SC and SD) are located in the Roanoke River Basin (U.S. Geological Survey Hydrologic Unit 03010104). The wetland is located within the Roanoke River Basin. The proposed project would not impact jurisdictional resources in the project study area.

Protected Species

The following species are listed for Rockingham County: Roanoke logperch (*Percina rex*), James spinymussel (*Pleurobema collina*), and smooth coneflower (*Echinacea laevigata*). Habitat for smooth coneflower is present in the study area, but no individuals were found in the study area during field surveys and the project would have no effect on this species. A review of the North Carolina Natural Heritage Program records, accessed on August

17, 2018, indicated no known occurrences of Roanoke logperch or James spiny mussel within one mile of the study area.

In addition, the US Fish and Wildlife Service has developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the northern long-eared bat (NLEB) (*Myotis septentrionalis*) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities in Division 7 where this project is located.

Cultural Resources

NCDOT Cultural Resources staff determined there are no existing historic architecture or archaeological resources within the area of potential effects, and therefore additional surveys would not be required (see Attachment A).

Resource Agency Input

NCDOT sought input from resource and regulatory agencies via a start of study scoping letter distributed in September 2018. Letters were sent to the following agencies. Agencies that responded with comments are marked with an asterisk (*). Agency comments received were minor and did not affect the project design nor commitments.

- US Army Corps of Engineers (USACE)
- US Fish and Wildlife Service (USFWS)*
- US Department of Transportation (US DOT)
- US Environmental Protection Agency (USEPA)
- NC Division of Parks and Recreation
- NC Wildlife Resources Commission (NCWRC)*
- NC Division of Water Resources (NCDWR)
- NCDOT Bicycle and Pedestrian Division*
- NCDOT Highway Division 7*

Public Involvement

Landowners were notified of the proposed project prior to field studies being conducted. Postcards will be distributed to property owners in the vicinity of the project to update them on the project status, preferred alternative, and project schedule.

Impact Summary

Impacts summarized below were estimated using functional design slope stake limits plus a 40-foot buffer and/or functional design right of way limits.

Project Length: 2,990 feet
Streams: 0 feet
Wetlands: 0 feet
100-year floodplain: N/A
Floodway: N/A
Farmland soils: 0 acres (urbanized area)
Active agriculture: 0 acres
Parcels: 9
Relocations: 0

F. Project Impact Criteria Checklists:

<u>Type I & II - Ground Disturbing Actions</u>			
<u>FHWA APPROVAL ACTIVITIES THRESHOLD CRITERIA</u>			
If any of questions 1-7 are marked "yes" then the CE will require FHWA approval.		Yes	No
1	Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5	Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Does the project require an Individual Section 4(f) approval?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7	Does the project include adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or have an adverse effect on a National Historic Landmark (NHL)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If any of questions 8 through 31 are marked "yes" then additional information will be required for those questions in Section G.			
<u>Other Considerations</u>		Yes	No
8	Does the project result in a finding of "may affect not likely to adversely affect" for listed species, or designated critical habitat under Section 7 of the Endangered Species Act (ESA)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9	Is the project located in anadromous fish spawning waters?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10	Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11	Does the project impact waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14	Does the project include a Section 106 of the NHPA effects determination other than a no effect, including archaeological remains?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>Other Considerations (continued)</u>		Yes	No
15	Does the project involve hazardous materials and/or landfills?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16	Does the project require work encroaching and adversely affecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21	Does the project impact federal lands (e.g. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Will maintenance of traffic cause substantial disruption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	Is the project inconsistent with the STIP or the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP) (where applicable)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26	Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28	Does the project include a <i>de minimis</i> or programmatic Section 4(f)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
29	Is the project considered a Type I under the NCDOT's Noise Policy?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
30	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
31	Are there other issues that arose during the project development process that affected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. Additional Documentation as Required from Section F

Question 8 – Protected Species

Although not individually listed for Rockingham County, the USFWS has developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the northern long-eared bat (NLEB) in eastern North Carolina. The programmatic determination for NLEB for the NCDOT program in Divisions 1 through 8 is "May Affect, Likely to Adversely Affect". The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Rockingham County, where BR-0041 is located. This level of incidental take is authorized from the effective date of final listing through April 30, 2020.

Question 15 – Hazardous Materials

The GeoEnvironmental Planning Report (November 2018) identified five sites of concern within the project study area. The report determined there would likely be low monetary and scheduling impacts resulting from these sites. One site is located to the west of the bridge, Albaad Fem (formerly Ball Metal Beverage Packing) and four sites are located to the east: Loves Truck Stop, Marathon Food Mart, Shell Gas Station, and Exxon CRS Trading gas station (Figure 2).

Functional design plans show right of way impacts to the Marathon Food Mart that may necessitate acquisition of property from the gas station. If right of way is required from the gas station, NCDOT will further assess the property for hazardous materials and make right-of-way acquisition recommendations accordingly.

Question 29 – Noise

If federally funded, the project would meet the definition of a Type I noise project because capacity is being increased across the bridge. Per FHWA noise regulations (23 CFR 772), the definition of a Type I project is met when the project includes the addition of a through-traffic lane and/or when the restriping of existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane occurs. Two noise-sensitive receptors are located within the 500-foot radius project limits typically used for noise analyses on arterial/major collector roadways such as US 29. These are:

- Rock Church: Located approximately 220 feet north of the western project terminus. There is no evidence of exterior usage.
- Quality Inn Swimming Pool: Located approximately 320 feet northeast the eastern project terminus. It is possible that the pool area would be found to be impacted by traffic noise and require consideration of noise reduction measures.

The 2016 NCDOT Traffic Noise Policy requires that noise abatement must be both feasible and reasonable. Because there is only one noise receptor at each end of the project limits, feasibility cannot be attained – even if both receptors were found to be impacted by future year traffic noise. The Policy requires that noise reduction of five dB(A) must be achieved for at least two impacted receptors, yet there is only one possible impacted receptor at each location. When feasibility for noise abatement is found to be not possible, additional evaluation is not required.

H. Project Commitments

**Rockingham County
Replace Bridge No. 780001 on SR 2817 (Barnes Street) over US 29
Federal Project No. N/A
WBS No. 67041.1.1
Project No. BR-0041**

NCDOT Division 7 Construction – Northern long-eared Bat

The USFWS has developed a programmatic biological opinion (PBO) in conjunction with Federal Highway Administration (FHWA), the USACE and NCDOT for the northern long-eared bat (NLEB) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. The programmatic determination for NLEB for the NCDOT program is “May Affect, Likely to Adversely Affect”. The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Rockingham County, where BR-0041 is located. This level of incidental take is authorized from the effective date of final listing through April 30, 2020.

After project completion, the contract administrator for construction must submit the actual amount of tree clearing reported in tenths of acres. This information should be submitted to the NCDOT Biological Surveys group.

NCDOT Structures Management Unit and GeoEnvironmental Section – Hazardous Materials

If right of way is required from the Marathon Food Mart gas station, NCDOT will further assess the property for hazardous materials and make right-of-way acquisition recommendations accordingly.

I. Categorical Exclusion Approval

Project No.	BR-0041
WBS Element	67041.1.1
Federal Project No.	N/A

Prepared By:

7/23/2019

 Date

DocuSigned by:

 7C83C29A9ECA405...
 Christina Shumate, AICP
 AECOM

Prepared For:

North Carolina Department of Transportation, Structures Management Unit

Reviewed By:

7/24/2019

 Date

DocuSigned by:

 CA084B4A6412432...
 John Jamison, PWS
 North Carolina Department of Transportation, Environmental Policy Unit



Approved

If all of the threshold questions (1 through 7) of Section F are answered "no," NCDOT approves this Categorical Exclusion.

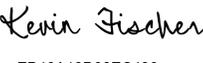


Certified

If any of the threshold questions (1 through 7) of Section F are answered "yes," NCDOT certifies this Categorical Exclusion.

7/24/2019

 Date

DocuSigned by:

 ED19A10D88EC496...
 Kevin Fischer, P.E.
 North Carolina Department of Transportation, Structures Management Unit

FHWA Approved:

For Projects Certified by NCDOT (above), FHWA signature required.

 Date

N/A

 John F. Sullivan, III, PE, Division Administrator
 Federal Highway Administration

FIGURES

Figure I: Vicinity Map

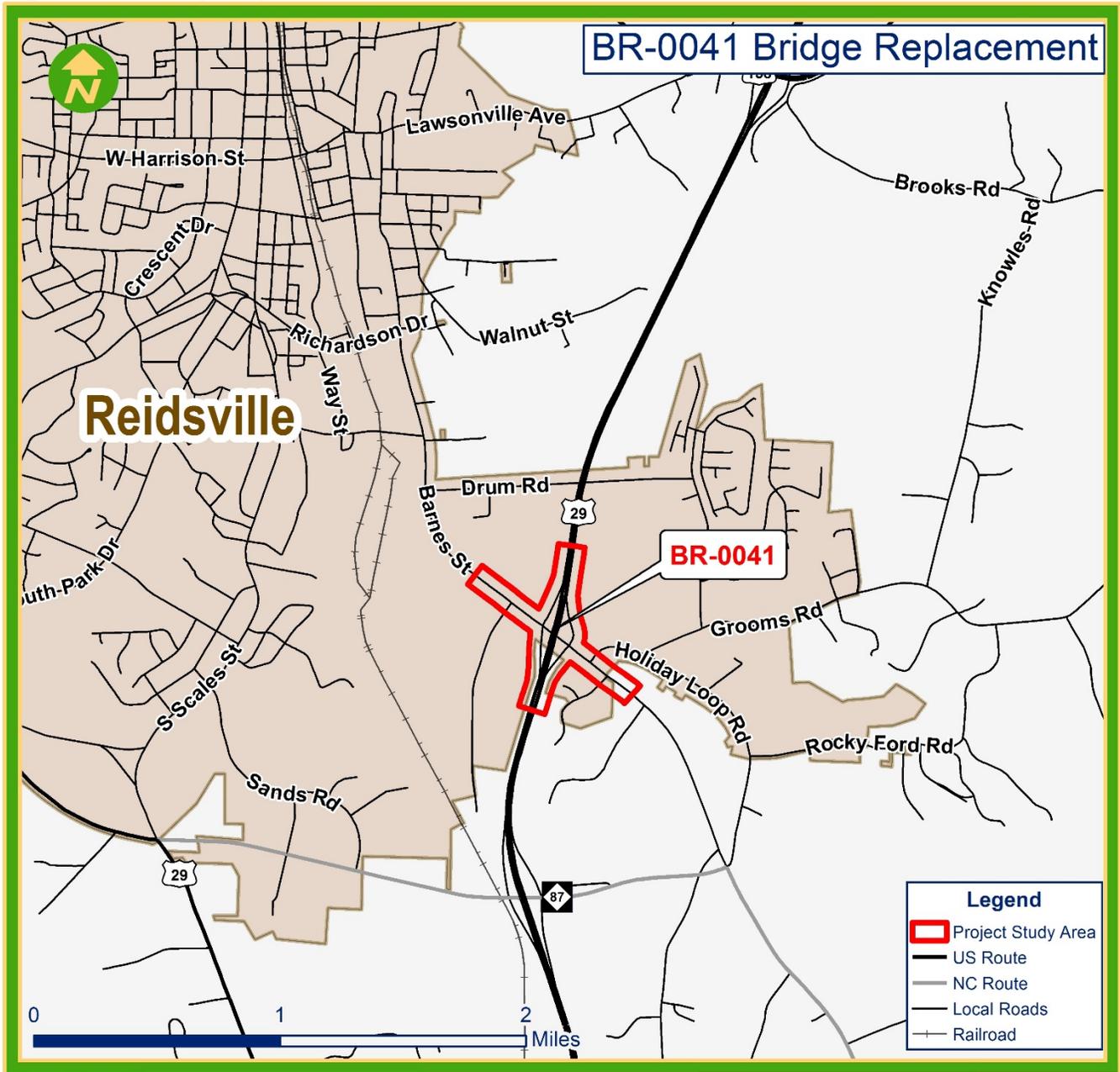


Figure 2: Project Study Area

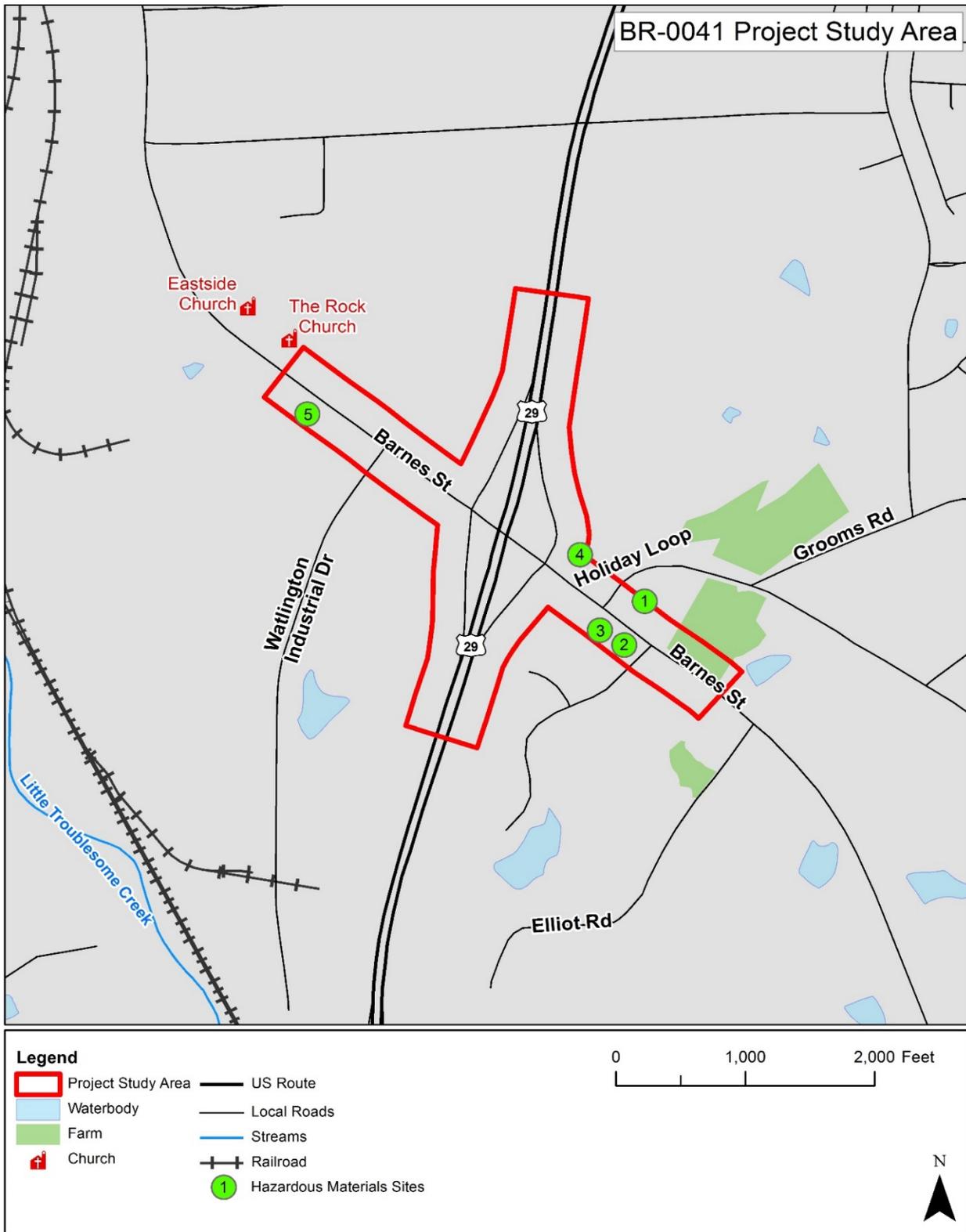
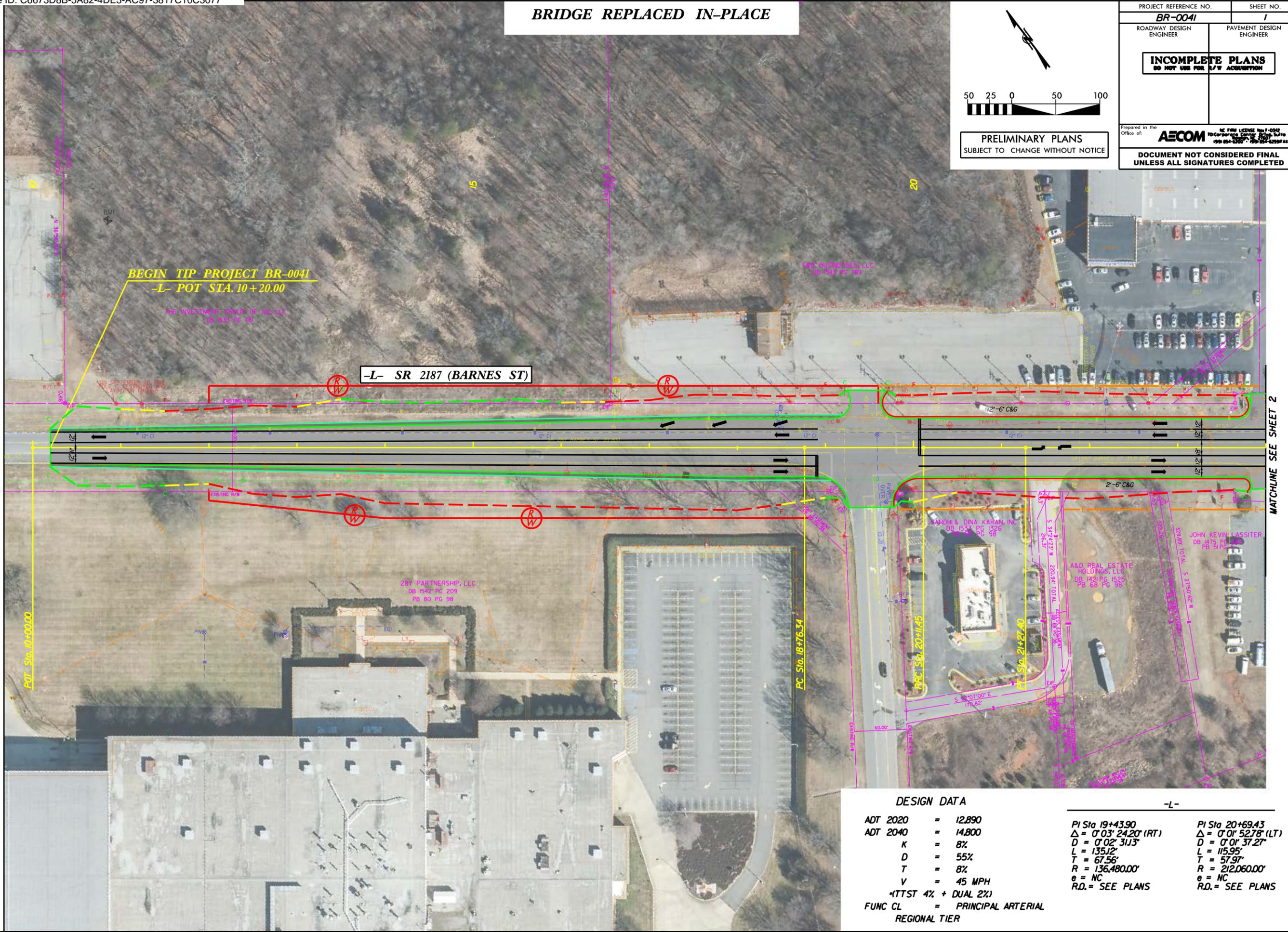


Figure 3: Alternative I (Preferred)

BRIDGE REPLACED IN-PLACE

PROJECT REFERENCE NO. BR-0041	SHEET NO. 1
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
INCOMPLETE PLANS DO NOT USE FOR L/W ACQUISITION	
Prepared in the Office of: AECOM	
NC FIRM LICENSE #07-056 700 Corporate Center Drive, Suite 415 Cary, NC 27513 919-681-2200 • Fax 919-681-2297	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

PRELIMINARY PLANS
SUBJECT TO CHANGE WITHOUT NOTICE



FUNCTIONAL DESIGN
 PROPOSED TIP BR-0041, RWS 07/01/11
 Rockingham County
 REPLACE BRIDGE 7000I ON
 SR 2017
 OTHER CS 29

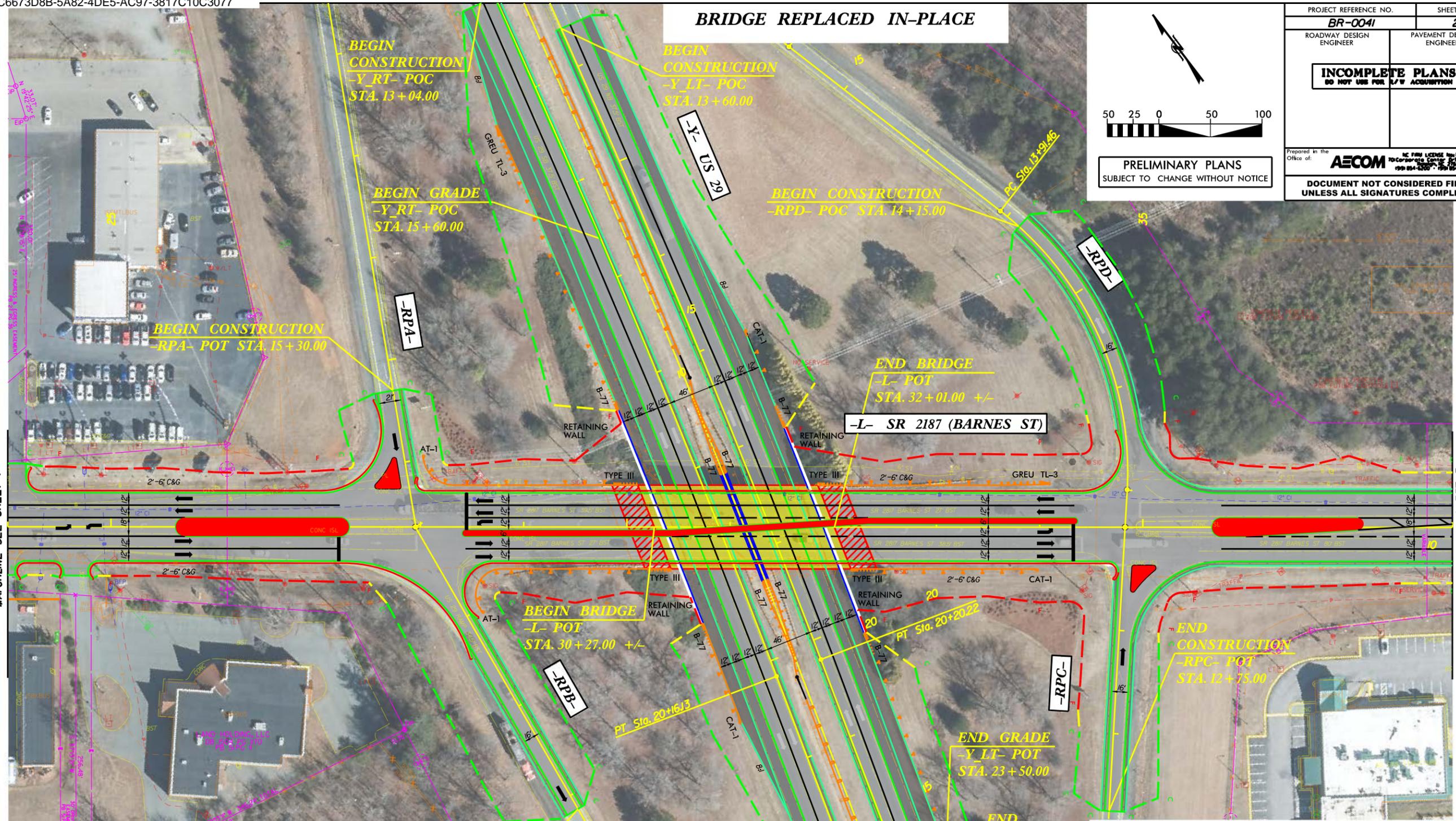
FUNCTIONAL DESIGN
 PROPOSED TIP BR-0041, RWS 07/01/11
 Rockingham County
 REPLACE BRIDGE 7000I ON
 SR 2017
 OTHER CS 29

DESIGN DATA		-L-	
ADT 2020	= 12,890	PI Sta 19+43.90	PI Sta 20+69.43
ADT 2040	= 14,800	$\Delta = 0'03'24.20"$ (RT)	$\Delta = 0'01'52.78"$ (LT)
K	= 8%	D = 0'02'31.13"	D = 0'01'37.27"
D	= 55%	L = 135.12'	L = 115.95'
T	= 8%	T = 67.56'	T = 57.97'
V	= 45 MPH	R = 136,480.00'	R = 212,060.00'
*TTST 4% + DUAL 2%		e = NC	e = NC
FUNC CL	= PRINCIPAL ARTERIAL	R.O. = SEE PLANS	R.O. = SEE PLANS
	REGIONAL TIER		

BRIDGE REPLACED IN-PLACE

PROJECT REFERENCE NO. BR-0041	SHEET NO. 2
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
INCOMPLETE PLANS DO NOT USE FOR L/V ACQUISITION	
Prepared in the Office of: AECOM	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

PRELIMINARY PLANS
SUBJECT TO CHANGE WITHOUT NOTICE



FUNCTIONAL DESIGN
 PROPOSED TYPING AND/OR REVISIONS
 Rockingham County
 REPLACE BRIDGE 7000I ON
 SR 287
 OTHER CS 29

FUNCTIONAL DESIGN
 PROPOSED TYPING AND/OR REVISIONS
 Rockingham County
 REPLACE BRIDGE 7000I ON
 SR 287
 OTHER CS 29

<p>-RPB-</p> <p>PI Sta 14+66.61 $\Delta = 9' 43'' 50.77''$ (LT) D = 4' 58'' 56.07" L = 195.31' T = 97.89' R = 11500.00' e = SEE PLANS R.O. = SEE PLANS</p>	<p>-RPC-</p> <p>PI Sta 14+60.94 $\Delta = 4' 00'' 00.00''$ (LT) D = 2' 59'' 59.38" L = 133.34' T = 66.70' R = 1909.97' e = NC R.O. = SEE PLANS</p>
<p>-RPC-</p> <p>PI Sta 17+28.89 $\Delta = 16' 00'' 00.02''$ (LT) D = 4' 00'' 00.00" L = 400.00' T = 201.31' R = 1,432.39' e = NC R.O. = SEE PLANS</p>	<p>-RPD-</p> <p>PI Sta 10+66.10 $\Delta = 4' 00'' 00.01''$ (LT) D = 3' 01'' 37.14" L = 132.14' T = 66.10' R = 1,892.83' e = NC R.O. = SEE PLANS</p>

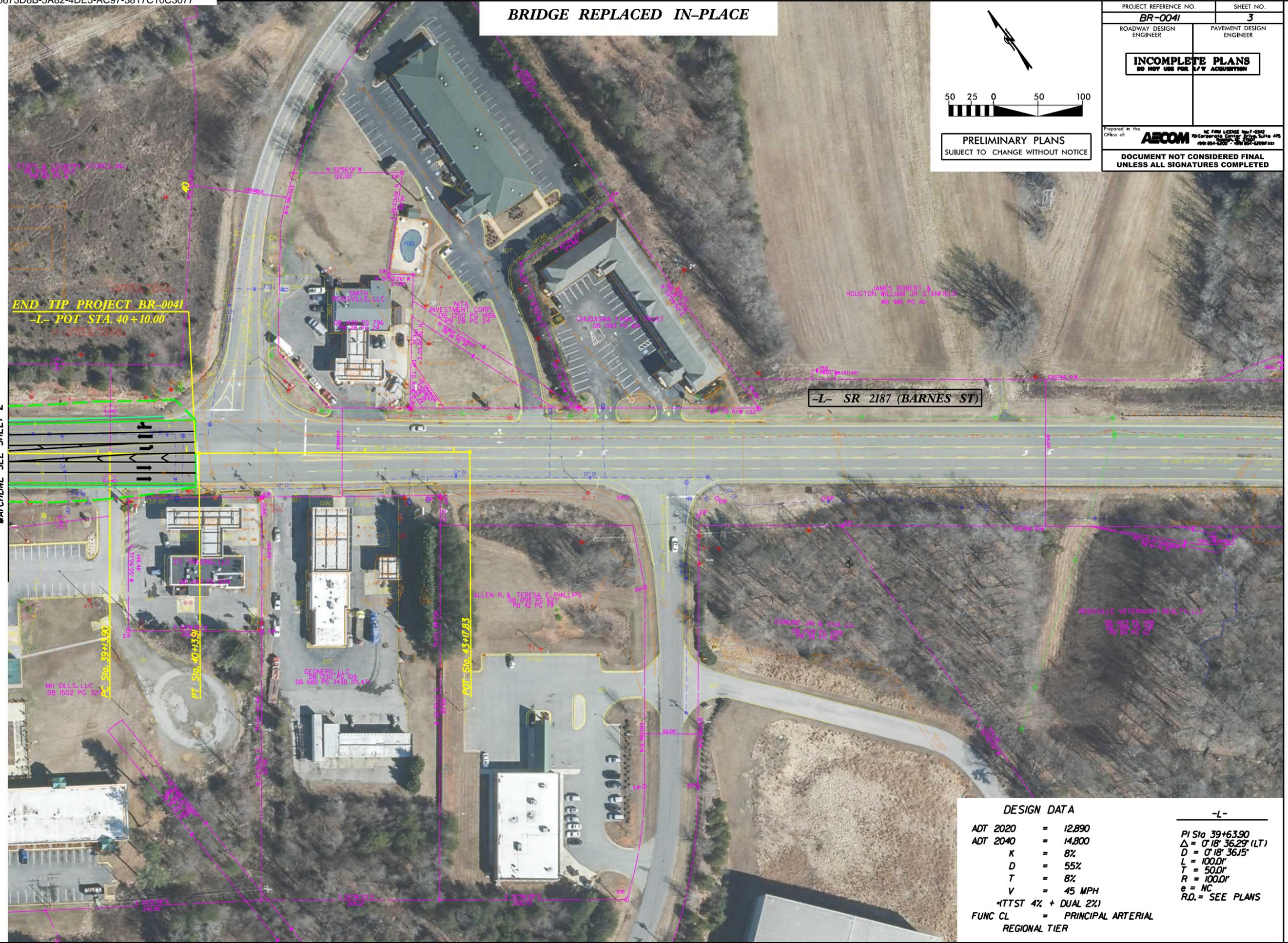
DESIGN DATA		-L-
ADT 2020	= 12,890	PI Sta 39+63.90
ADT 2040	= 14,800	$\Delta = 0' 18'' 36.29''$ (LT)
K	= 8%	D = 0' 18'' 36.15"
D	= 55%	L = 100.01'
T	= 8%	T = 50.01'
V	= 45 MPH	R = 100.01'
*TTST 4% + DUAL 2%		e = NC
FUNC CL = PRINCIPAL ARTERIAL		R.O. = SEE PLANS
REGIONAL TIER		
-Y-	-Y LT-	-Y RT-
PI Sta 15+09.42	PI Sta 15+10.45	PI Sta 15+08.40
$\Delta = 5' 05'' 27.14''$ (RT)	$\Delta = 5' 05'' 27.14''$ (RT)	$\Delta = 5' 05'' 27.14''$ (RT)
D = 0' 30'' 00"	D = 0' 29'' 56.39"	D = 0' 30'' 03.62"
L = 1,018.17'	L = 1,020.22'	L = 1,016.13'
T = 509.42'	T = 510.45'	T = 508.40'
R = 11,459.16'	R = 11,482.16'	R = 11,436.16'
e = NC	e = NC	e = NC
R.O. = SEE PLANS	R.O. = SEE PLANS	R.O. = SEE PLANS

BRIDGE REPLACED IN-PLACE

PROJECT REFERENCE NO. BR-0041	SHEET NO. 3
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
INCOMPLETE PLANS DO NOT USE FOR L/W ACQUISITION	
Prepared in the Office of: AECOM <small>NC FIRM LICENSE No. F-0542 70 Corporate Center, Suite 415 1901 St. James St., Raleigh, NC 27601 919.854.2200 • Fax 919.854.2297</small>	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	




PRELIMINARY PLANS
SUBJECT TO CHANGE WITHOUT NOTICE



MATCHLINE SEE SHEET 2

FUNCTIONAL DESIGN
 PROPOSED TIP BRIDGE OVER CRAWL
 ROCKINGHAM COUNTY
 REPLACE BRIDGE 7000' ON
 SR 2187
 OTHER CS 29

FUNCTIONAL DESIGN
 PROPOSED TIP BRIDGE OVER CRAWL
 ROCKINGHAM COUNTY
 REPLACE BRIDGE 7000' ON
 SR 2187
 OTHER CS 29

DESIGN DATA		-L-
ADT 2020	= 12,890	PI Sta 39+63.90
ADT 2040	= 14,800	$\Delta = 0' 18' 36.29''$ (LT)
K	= 8%	D = 0' 18' 36.15"
D	= 55%	L = 100.0'
T	= 8%	T = 500.0'
V	= 45 MPH	R = 100.0'
*TTST 4% + DUAL 2%		e = NC
FUNC CL	= PRINCIPAL ARTERIAL	R.O. = SEE PLANS
REGIONAL TIER		

ATTACHMENT A

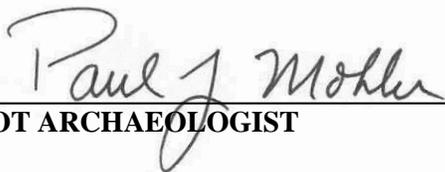
Cultural Resources Screening

17-12-0073

on the description of the proposed project, activities may take place beyond the NCDOT's existing ROW; however, the exact location cannot be determined at this time. From an environmental perspective, the Study Area falls within a developing interchange location near the Town of Reidsville in the north-central Piedmont physiographic region of North Carolina, and consists of various soil types, most of which have either been heavily disturbed by commercial and industrial development or are considered too sloped and eroded for intact archaeological materials to be present (e.g. Cecil-Urban land complex, 2-10% slopes [CeC], Cecil sandy clay loam, 2-8% slopes, eroded [CdB2]). Based on the poor soil conditions and level of development surrounding the interchange, the preservation of intact archaeological resources would not be anticipated. The Office of State Archaeology (OSA) has reviewed several projects within the vicinity of the Study Area for environmental compliance, including utility upgrades/improvements (ERs 99-8428, 13-0848, and 13-1041), residential and industrial development (ERs 90-0108 and 16-09445), a borrow pit (ER 00-9670), a stream mitigation project (ER 09-1682), and transportation improvements along NC 87 (ER 95-8992 [TIP# R-2560]). Stating a low probability for intact and significant archaeological sites to be present, OSA did not require an archaeological survey for any of these projects except for the Reidsville Industrial Park and the widening of NC 87 (Glover 1994). In fact, one of the areas along NC 87 that was surveyed as part of the widening project abuts the current Study Area and even falls within an area that had been reviewed for a solar farm. As a result of Glover's (1994) survey, no archaeological sites were recorded in the area immediately adjacent to the Study Area although soil conditions would be considered favorable for archaeological materials to be present (i.e. Appling sandy loam, 2-8% slopes). In addition, OSA did not recommend an archaeological survey for the solar farm project despite the favorable soil conditions. Within five (5) miles of the Study Area, NCDOT's Archaeology Group has reviewed three (3) transportation-related projects (PAs 15-04-0016, 15-12-0002 [TIP# B-4805], and 16-12-0015) for environmental compliance under the Programmatic Agreement (PA) with the State Historic Preservation Office (NC-HPO), none of which is located within one (1) mile of the proposed project. An archaeological survey was not recommended for any of these projects, based on the presence of modified soils and poorly drained conditions. Based on the conditions present within the Study Area and the results of an archaeological survey conducted along NC 87 in the immediate vicinity, there is a low probability for significant prehistoric and/or historic archaeological materials to be present. Therefore, it is believed that the current Study Area, as depicted, is unlikely to contain intact and significant archaeological resources. No archaeological survey is required for this project. If design plans change or are made available prior to construction, then additional consultation regarding archaeology will be required. At this time, no further archaeological work is recommended. If archaeological materials are uncovered during project activities, then such resources will be dealt with according to the procedures set forth for "unanticipated discoveries," to include notification of NCDOT's Archaeology Group.

SUPPORT DOCUMENTATION

See attached: Map(s) Previous Survey Info Photos Correspondence
 Photocopy of County Survey Notes Other:

FINDING BY NCDOT ARCHAEOLOGIST**NO ARCHAEOLOGY SURVEY REQUIRED**

NCDOT ARCHAEOLOGIST

January 30, 2018

Date

17-12-0073



HISTORIC ARCHITECTURE AND LANDSCAPES NO SURVEY REQUIRED FORM

This form only pertains to Historic Architecture and Landscapes for this project. It is not valid for Archaeological Resources. You must consult separately with the Archaeology Group.

PROJECT INFORMATION

Project No:	BR-0041	County:	Rockingham
WBS No.:	67041.3.1	Document Type:	MCC
Fed. Aid No:	N/A	Funding:	<input checked="" type="checkbox"/> State <input type="checkbox"/> Federal
Federal Permit(s):	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Permit Type(s):	USACE
Project Description: Replace Bridge No. 780001 on SR 2817 (Barnes Street) over US 29.			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

Description of review activities, results, and conclusions:

Review of HPO quad maps, HPO GIS information, historic designations roster, and indexes was undertaken on January 10, 2018. Based on this review, there are no existing NR, SL, LD, DE, or SS properties in the Area of Potential Effects, which is defined as the study area on the following maps. On Study Listed property, RK1448 Powell-Watlington House, is no longer extant. A survey site falls outside of the APE and will not be affected. All structures within the APE are modern gas stations, hotels, and industrial buildings. Google Maps Street View was used to determine that all properties are unremarkable and not eligible for National Register listing. There are no National Register listed or eligible properties and no survey is required. If design plans change, additional review will be required.

Why the available information provides a reliable basis for reasonably predicting that there are no unidentified significant historic architectural or landscape resources in the project area:

HPO quad maps and GIS information recording NR, SL, LD, DE, and SS properties for the Rockingham County survey, Rockingham County GIS/Tax information, and Google Maps are considered valid for the purposes of determining the likelihood of historic resources being present. There are no National Register listed or eligible properties within the APE and no survey is required.

SUPPORT DOCUMENTATION

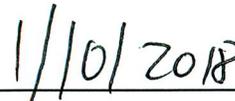
Map(s) Previous Survey Info. Photos Correspondence Design Plans

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- NO SURVEY REQUIRED



NCDOT Architectural Historian



Date